

REGULARY INFORMATION DISTRIBUTION SYSTEM (RIDS)

ACCESSION NBR: 7904270289 DOC. DATE: 79/04/18 NOTARIZED: NO DOCKET #
 FACIL: 50-244 ROBERT EMMET GINNA NUCLEAR PLANT, UNIT 1, ROCHESTER G 05000244
 AUTH. NAME: WHITE, L.D. AUTHOR AFFILIATION: ROCHESTER GAS & ELECTRIC CORP.
 RECIP. NAME: ZIEMANN, D.L. RECIPIENT AFFILIATION: OPERATING REACTORS BRANCH 2

SUBJECT: RESPONDS TO 790406 NRC LTR REQUESTING ADDL INFO RE SYS MOD
 TO CLASS IE DC BUS BATTERY CHARGERS. ALL CHARGES NOW IN USE
 HAVE BEEN PART OF PLANT CONFIGURATION SINCE 1969. ADEQUACY OF
 EQUIPMENT PRESENTLY UNDER REVIEW.

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April 18, 1979

Director of Nuclear Reactor Regulation
Attention: Mr. Dennis L. Ziemann, Chief
Operating Reactors Branch #2
Division of Operating Reactors
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Subject: Request for Additional Information
R.E. Ginna Nuclear Power Plant
System Modification to Battery Chargers for
Class IE DC Bus, Letter Dated April 6, 1979

Dear Mr. Ziemann:

We have the following response to the questions in the subject request. It should be noted that the "additional" battery chargers described in the proposed change to the technical specifications were installed in the plant prior to startup in 1969. They were added at that time at the request of plant operating personnel to provide additional margin in charger capacity. The installation of the "additional" battery chargers was performed at that time in accordance with the original plant equipment specifications and construction procedures. All the battery chargers now in use at Ginna have been part of the plant configuration since power operation began in 1969.

We have prepared the following specific responses:

Question 1: Identify the IEEE Standards, and other criteria, and/or basis used to qualify the newly added equipment.

Response: The status of environmental and seismic qualification of all Class IE electrical equipment, including the battery chargers, is currently under review in the SEP program. It is our position that this question is properly addressed within the scope of that program.

Approved
5/10

7904270 289

DATE April 18, 1979
TO Mr. Dennis L. Ziemann

2

Question 2: Regulatory Guide 1.6 requires that at least one interlock be provided to prevent an operator error that would parallel the redundant DC systems. Discuss the interlock provisions incorporated to satisfy the intent of Regulatory Guide 1.6.

Response: The functional capability and configuration of the battery charger system meets the requirements of Regulatory Guides 1.6 and 1.32 as described in our submission of October 12, 1978. The D.C. bus tie switch is padlocked open with the key maintained by the shift foreman. Additionally operating procedures require that any time the bus tie switch is closed, in order to use both 75 amp chargers to supply one bus, the feeder fuse to the redundant bus will be removed.

Question 3: Regulatory 1.75 requires that the circuits and electric equipment comprising or associated with the Class IE systems and their auxiliary supporting systems be designed to provide physical and electrical independence. Describe the measures that will be taken to assure electrical and physical independence of the redundant IE divisions.

Response: The adequacy of the physical separation of Class IE electrical equipment and circuits is currently under review in the SEP and Fire Protection programs. It is our position that this question is properly being addressed within the scope of those programs.

Very truly yours,



L. D. White, Jr.

LDW:np